MDT

Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Michael T. Tooley, Director
Steve Bullock, Governor

October 30, 2013

Brian Hasselbach
Federal Highway Administration (FHWA)
585 Shepard Way
Helena MT 59602

MASTER FILE COPY

Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Projects
STPP 29-2(1)90
IRON STREET
Control Number: 8110000

Dear Brian Hasselbach:

The MDT Environmental Services Bureau has reviewed the Preliminary Field Review/Scope of Work Report (PFR/SOW) for the subject project. Based on the completed Environmental Checklist for Pavement Preservation Projects (Checklist), we conclude that the Statewide Programmatic Categorical Exclusion for these types of projects would cover this project. For your information, I have attached a copy of the PFR/SOW (including the location map) and the signed Environmental Checklist.

If you have questions or concerns, please contact Barry Brosten at 444.0804 or me at 444.7203. We will be pleased to assist you.

Sincerely,

Barry Brosten

For Heidy Bruner, P.E.
Environmental Services Bureau Engineering Section Supervisor

Attachments: PFR/SOW Report, Environmental Checklist

Enclosure

e-copies w/checklist encl.:
Jeff Ebert, Butte District Administrator
Tom Martin, P.E., Environmental Service Bureau Chief
Heidy Bruner, P.E., ESB Engineering Section Supervisor
Paul Ferry, P.E., Highways Engineer
Suzy Price, Contract Plans Bureau Chief
Lisa Hurley, Fiscal Programming Section Supervisor
Tom Erving, Fiscal Programming
Montana Legislative Branch Environmental Quality Council
File

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MDT Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

Memorandum

To: Tom S. Martin, P.E, Chief, Environmental Services Bureau

From: Paul R. Ferry, P.E., Highways Engineer

Date: October 7, 2013

Subject: STPP 29-2(1)90
Iron Street
UPN: 8110000
Project Work Type: 180 – Resurfacing – Asphalt

Attached is the Preliminary Field Review/Scope of Work Report for the subject project. The project meets the criteria for the Statewide Programmatic Categorical Exclusion for pavement preservation projects and the environmental checklist is attached.

Please send the notification for the environmental documentation on this project to the FHWA. If you need additional information, contact Joe Walsh (406)494-9622.

Attachments (Environmental Checklist and PFR)

Environmental Services					
Act	Info	Change	Date 10/24 Routing	Attach	Initial
			Bureau Chief		
			Programmed Services		
			Engineering Services		

(FOR PROJECTS WITH NO RIGHT-OF-WAY INVOLVEMENT)

Applicant cannot be authorized to proceed with the proposed work until ALL of the conditions of the checklist have been satisfied.

ENVIRONMENTAL CHECKLIST FOR PAVEMENT PRESERVATION PROJECTS
(CRACK SEALING, SEAL & COVER, THIN OVERLAYS, MILL & FILL, PLANT MIX LEVELING, MILL OGFC, MICRO SURFACING, FOG SEAL)

MASTER FILE COPY

Project Number: STPP 29-2(1)90 Control No.: 8110000 Project Name: Iron Street

Reference Post (Station): 90.2 To Reference Post (Station): 90.7

Applicant's Name: MDT – Butte District Address: PO Box 3068; Butte, MT 59702-3068

Type of Proposed Pavement Preservation Activity: Mill & Fill, Seal & Cover, Pavement Markings

IMPACTS ON THE PHYSICAL ENVIRONMENT (TO BE COMPLETED BY APPLICANT)

	Impact Questions	[Y/N] There are Potential Impacts; or Item Requires Documentation, Evaluation, Mitigation Measures, and/or (a) Permit(s).		
		Yes	No	Comment (Use attachments if necessary)
1.	Does the proposed action require work in, across, and/or adjacent to a listed or proposed Wild or Scenic River? (See http://www.rivers.gov/wildriverslist.html)	☐	☒	
2a.	Are there any listed or candidate threatened or endangered species in the vicinity of the proposed activity?	☐	☐	☒ Unknown- See comments at end of Document
2b.	Will the proposed action adversely affect listed or candidate threatened or endangered species, or adversely modify critical habitat?	☐	☐	☒ Unknown- See comments at end of Document
3.	Will the proposed action have potential to affect water quality? If 'Yes', an environment-related permit or authorization may be required. If 'No', go to question 4.	☐	☒	See comments at end of Document
3a.	If the answer to question 3 is yes, is a Clean Water Act Section 402 permit (i.e., MPDES or NPDES permit)required? (Need for an MPDES or NPDES is generally triggered by a disturbance area equal to or greater than one acre.)	☐	☐	☒ N/A
3b.	Is the proposed project within an MS4 Permit Area? (See http://deq.mt.gov/wqinfo/MPDES/StormWater/ms4.mcpx). (Billings, Great Falls, and Missoula Urbanized areas, and Butte, Bozeman, and Helena)	☐	☒	
4.	Does the proposed project have impacts to wetlands , streams, or other water bodies? If 'No', go to question 5.	☐	☒	See comments at end of Document
4a.	If the answer to question 4 is 'Yes', is a Clean Water Act Section 404 permit authorization required?	☐	☐	☒ N/A
4b.	If the answer to question 3 or 4 is 'Yes', is a Stream Protection Act 124SPA consultation required?	☐	☐	☒ N/A
5.	Are solid wastes, hazardous materials or petroleum products likely to be encountered? (For example, project occurs in or adjacent to Superfund sites, known spill areas, underground storage tanks, or abandoned mines.) (See http://nris.mt.gov/deq/remsitequery/portal.aspx)	☐	☒	
6.	Is the proposed activity on and/or within approximately 1 mile of an Indian Reservation? If answer is 'No', go to question 7.	☐	☒	
6a.	Are any Tribal water permits required?	☐	☐	☒ N/A
7.	Is the proposed project in a "Class I Air Shed" or a nonattainment area? (See http://deq.mt.gov/AirQuality/Planning/AirNonattainment.mcpx) (Class I Air Sheds include the Northern Cheyenne, Flathead, and Fort Peck Reservations; Glacier and Yellowstone National Parks; Anaconda-Pintlar, Bob Marshall, Cabinet Mountains, Gates of the Mountains, Medicine Lake, Mission Mountain, Red Rock Lakes, Scapegoat, Selway-Bitterroot, and U.L Bend Wilderness Areas)	☐	☒	

Checklist prepared by:

Joe Walsh	District Projects Engineer	10/7/2013
Applicant	Title	Date

Approved by:

Barry Brester For Heidy Brewer	Proj. Dev. Eng	10/30/13
Environmental Services	Title	Date

(When any of the above questions are checked "Yes")

Environmental Services Bureau Form Revised: May 2011

Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

Memorandum

To: Distribution

From: Paul Ferry, P.E.
Highways Engineer

Date: October 7, 2013

Subject: STPP 29-2(1)90
Iron Street
UPN 8110000
Work Type 180 – Resurfacing – Asphalt

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on _____. We request that those on the distribution review this report and submit your concurrence within two weeks of the approval date.

Your comments and recommendations are also requested if you do not concur or concur subject to certain conditions. When all personnel on the distribution list have concurred, and the environmental documentation is approved, we will submit this report to the Preconstruction Engineer for approval.

I recommend approval:
Approved _____ Date _____

Distribution:
Jeff Ebert, District Administrator
Kent Barnes, Bridge Engineer
Paul Ferry, Highways Engineer
Roy Peterson, Traffic and Safety Engineer
Robert Stapley, Right-of-Way Bureau Chief
Joe Walsh, Project Design Manager, Butte District
Master file
Tom Martin, Environmental Services Bureau Chief
Lynn Zanto, Rail, Transit, & Planning Division Administrator
Jake Goettle, Construction Engineering Services Bureau
Matt Strizich, Materials Engineer
Jon Swartz, Maintenance Administrator
Dawn Stratton, Fiscal Programming Section
Damian Krings, Road Design Engineer

e-copies:
Jim Walther, Engineering, Preconstruction Engineer
Lesly Tribelhorn, Highways Design Engineer
Mark Goodman, Hydraulics Engineer
Walt Ludlow, District Hydraulics Engineer
Bill Semmens, Env. Resources Section Supervisor
Deb Wambach, District Biologist
Barry Brosten, District Project Development Engineer
Danielle Bolan, Traffic Operations Engineer
Ivan Ulberg, Traffic Design Engineer
Leroy Wosoba, District Traffic Project Engineer
Kraig McLeod, Safety Engineer
Nathan Haddick, Bridge Area Engineer, Butte District
Michael Grover, Engineering Cost Analyst
Marty Beatty, Engineering Information Services
Paul Grant, Public Involvement Officer
Sue Sillick, Research Section Supervisor
Alyce Fisher, Fiscal Programming
Wayne Noem, Secondary Roads Engineer
Mark Keeffe, Bicycle/Pedestrian Coordinator
Alice Flesch, ADA Coordinator
Bill Rabey, Environmental
Marisa Mailand, Road Log Manager
Jake Goettle, Construction Bureau – VA Engineer
Dustin Rouse, District Preconstruction
Joe Walsh, District Projects Engineer
Mike Walsh, District Materials Lab
Kam Wrigg, Butte District Maintenance Chief
Therese Iwaniak, District Right of Way Supervisor
Phillip Inman, Utilities Engineering Manager
David Hoerning, R/W Engineering Manager
Greg Pizzini, Acquisition Manager
Joe Zody, R/W Access Management Section Manager
Matt Strizich, Materials Engineer
Daniel Hill, Pavement Analysis Engineer
Patrick McCann, District Geotechnical Manager
Dave Cunningham Geotechnical
Bryce Larsen, Supervisor, Photogrammetry & Survey
Paul Johnson, Project Analysis Bureau
Jean Riley, Planner
Dawn Stratton, Fiscal Programming Section
Michael Murphy, Eng. Manager, Bridge Management System
Duane Williams, Motor Carrier Services Division Administrator
Becky Duke, Traffic Data Collection Section Supervisor (WIM)
Doug McBroom, Maintenance Division Operations Manager (RWIS)

Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

Memorandum

To: Paul Ferry, P.E.
Highways Engineer

From: Dustin Rouse, P.E.
District Engineering Services Engineer

Date: October 7, 2013

Subject: STPP 29-2(1)90
Iron Street
UPN 8110000
Work Type 180 – Resurfacing – Asphalt

Please approve the attached Preliminary Field Review Report/Scope of Work Report.

Approved Paul Ferry Date October 9, 2013
Paul Ferry, P.E.
Highways Engineer

The same report is also being distributed under a separate cover as a Scope of Work Report for comments and approval recommendations.

cc (w/attach.):
Damian Krings, Road Design Engineer
Master file

Introduction

A Preliminary Field Review was held on April 19, 2011 for the above noted project.

In attendance were:
Brett Williams – Butte Road Design
Kevin Mueller – Butte Road Design
Jason Brazill – Butte Road Design
Joe Walsh – Acting Engineering Services Supervisor
Deb Wambach – District Biologist
Dustin Rouse – District Engineering Services Engineer
Jim Davies – Helena Road Design
Steve McEvoy – Pavement Analysis

Proposed Scope of Work

This project was nominated as a Pavement Preservation project on a section of State System P-29 from Reference Post (RP) 90.2 to RP 90.7.
The project will include cold milling and PMS to 0.15' depth, seal and cover full width with current ADA upgrades at the curb returns and bridge deck repair. New pavement markings will be applied throughout the project.

Purpose and Need

The purpose of the project is to extend the service life of the highway and take a cost-effective action to preserve and maintain the existing highway.

Project Location and Limits

The project is located in Silver Bow County on Primary Route 29. The project begins at RP. 90.2 at the intersection of Iron and Montana Streets on section line 13/24, T3N, R8W, then proceeds westerly for 0.5 miles ending at RP 90.7 on the west side of Excelsior Ave. bridges, in section 23, T3N, R8W.

Work Zone Safety and Mobility

At this time, Level 3 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. The Transportation Management Plan (TMP) will consist of a Traffic Control Plan (TCP).

Physical Characteristics

1. The project is in an urban section, the functional classification is Urban Principal Arterial that traverses level terrain. The roadway consists of 2-10' parking lanes, 4-12.5' travel lanes. From RP 90.2 to 90.3 curb, gutter and sidewalks line both sides of the roadway with adjacent residential and commercial properties on both sides of the roadway. From RP 90.3 to RP 90.5 vacant private and public properties line both sides of roadway.

2. PvMS Index Numbers & Recommended Treatment for 2015:

Section	Ride	Rut	ACI	MCI	Construction	Maintenance
RP 89.2 to RP 90.61	31.4	56.3	94.9	94.4	C_AC Major Rehabilitation	M_AC Reactive Maintenance

3. There are 2 bridges located within the project limits.

Structure ID	Feature Crossed	Location	Size	Built
I00115001+01871	INT EXCELSIOR AVE	Butte	156' X 28'	1955
I00115001+01872	INT EXCELSIOR AVE	Butte	156' X 28'	1955

Traffic Data

a. 2013 Current AADT = 4,190
b. 2015 Letting date AADT = 4,310
c. 2035 Design year AADT = 5,810
d. DHV = 760
e. T = 7.8%
f. EAL = 107
g. AGR = 1.5%

Crash Analysis

ENGINEERING STUDY EVALUATION DATE: August 28, 2013

DESCRIPTION: IRON STREET
ROUTE & MP: P-28 RP 90.2 to 90.7

DATE TIME FRAME: 01-01-2003 TO 12-31-2012

	AVERAGE FOR URBAN STATE PRIMARY (08-12)	STUDY AREA(2003-2012)
ALL VEHICLES CRASH RATE:	4.51[1)]	1.46
ALL VEHICLES SEVERITY INDEX:	1.66[2)]	1.67
ALL VEHICLES SEVERITY RATE:	7.48[3)]	2.44
TOTAL RECORDED CRASHES:		9

[1)] Crash rates are defined as the number of crashes per million vehicle miles.

[2)] Severity index is defined as the ratio of the sum of fatal and incapacitating injury crashes times 8 plus the number of other injury crashes times 3 plus the number of property damage crashes to the total number of crashes.

[3)] Severity rate is defined as the crash rate multiplied by the severity index.

I. VARIATIONS FROM AVERAGE OCCURRENCE:

- 50.0% of the crashes occurred on snowy, slushy, or icy road conditions vs. 21.2% statewide average for Urban State Primary Routes.

- 55.6% of the crashes occurred in cloudy condition vs. 26.9% statewide average for Urban State Primary Routes.

II. CRASH CLUSTERS AND SAFETY PROJECTS:

There are no current crash clusters, or safety projects identified for the study area within study period.

III. REMARKS:

The first observed crash trend was multiple-vehicle collisions (7). There were three right angle collisions, two rear end collision, one sideswipe same direction collision, and one sideswipe opposite direction collision.

The second observed crash trend was icy, wet and snowy or slushy road conditions (5).

Major Design Features

a. **Design Speed.** The design speed for this project 40-45 mph based on MDT standards for urban principal arterials. The existing posted speed limit is 35 mph.

b. **Horizontal and Vertical Alignment**. The horizontal and vertical alignments will be perpetuated with this pavement preservation project.

c. **Typical Sections and Surfacing**. The finished top will match the existing pavement slope and width. The friction course will be Type 2 seal and cover. Commercial plant mix surfacing will be used. The PMS thickness will be 0.15 feet.

d. **Cold Millings.** The cold millings that will be produced with this project will be given to the county.

e. **Geotechnical Considerations**. There are no geotechnical considerations anticipated on this pavement preservation project.

f. **Hydraulics**. There are no hydraulic considerations expected on this pavement preservation project.

g. **Bridges.** Deck crack seal and Class A Repair will be done on the following bridge decks. Bridge will provide deck seal and repair quantities and a special provision.

Bridge ID	Feature Crossed
I00115001+01871	INT EXCELSIOR AVE
I00115001+01872	INT EXCELSIOR AVE

h. **Traffic.** New Pavement markings will be included on this project. Signing and delineation will be reviewed by the traffic section.

i. **Pedestrian/Bicycle/ADA**. Sidewalk ramps at intersection sidewalk crossings will be upgraded to current ADA standards.

j. **Miscellaneous Features**. There are no miscellaneous features on this pavement preservation project.

k. **Context Sensitive Design Issues**. There is no context sensitive design issues associated with this project.

Other Projects
There are no other projects that are currently under construction or will be in the near future that may affect this project.

Location Hydraulics Study Report
There will be no hydraulic involvement on this project.

Design Exceptions
There are no design exceptions on this pavement preservation project.

Right-of-Way
No right-of-way is anticipated for this pavement preservation project. However, construction permits may be needed to upgrade the existing ADA curb returns to current ADA requirements.

Access Control
Access Control will not be pursued on this project.

Utilities/Railroads
No railroads or utilities will be affected by this project.

Maintenance Items
Maintenance forces have agreed to complete the following tasks prior to contract letting:

- Repair wash out south side of project at RP 90.27.

Intelligent Transportation Systems (ITS) Features
ITS will not be pursued on this project.

Survey
No survey is anticipated for this project. If survey is required the Butte District Road Design Section will obtain the necessary information.

Public Involvement
Level A public involvement is appropriate, consisting of a news release explaining the project and including a department point of contact.

Environmental Considerations
This project meets the criteria for a statewide programmatic categorical exclusion under the pavement preservation agreement with FHWA. We are submitting a pavement preservation

checklist for this project. As proposed, no CWA 404 permit or SPA 124 notifications are anticipated for this project. The Protection of Aquatic Resources special provisions will be included in the bid package for this project.

Energy Savings/Eco-Friendly Considerations
No energy saving/eco-friendly considerations are associated with this pavement preservation project.

Experimental Features
There are no features with this project that are considered as experimental.

Traffic Control
Traffic will be maintained on the roadway during construction. Appropriate traffic control devices and signing will be used throughout the project in accordance with the *Manual on Uniform Traffic Control Devices*
The Transportation Management Plan (TMP) will consist of a Traffic Control Plan (TCP) only.

Project Management
The Butte District Road Design will develop the plans and Joe Walsh will be the Project Design Manager. At this time this project is not under full FHWA oversight.

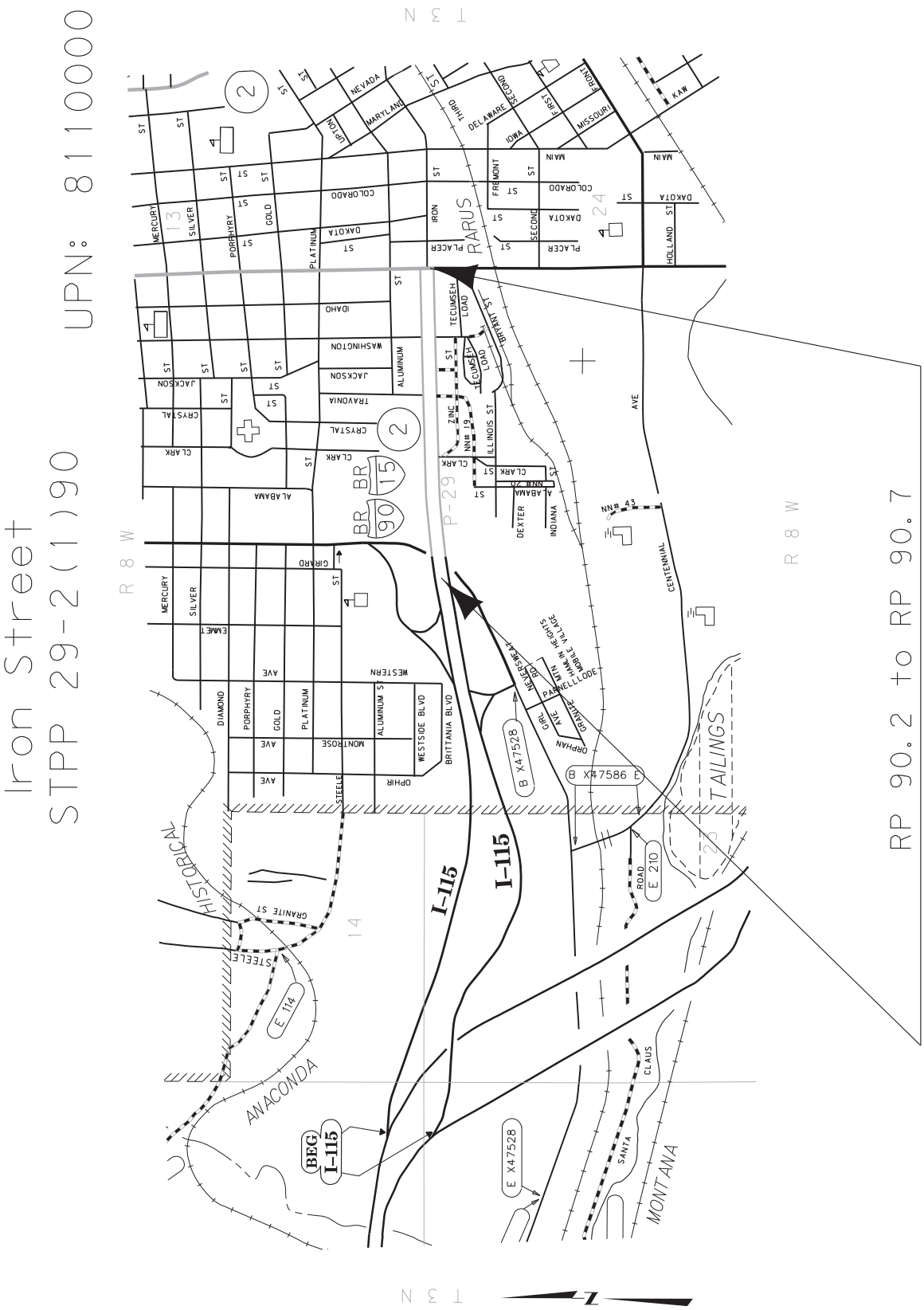
Preliminary Cost Estimate

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	380,000		
Bridge	50,000		
Traffic Control	55,000		
Subtotal	485,000		
Mobilization (10%)	48,500		
Subtotal	533,500		
Contingencies (8%)	42,680		
Total CN	**$576,180**	**$92,689**	**$729,869**
CE (10%)	**$57,620**	**$9,269**	**$72,989**
TOTAL CN+CE	**$633,800**	**$101,958**	**$802,858**
The estimate cost $802,858 (CN+CE+INF+IDC) = $1,605,716 per mile.			

Note: Inflation is calculated in PPMS to the letting date. If there is no letting date, the project is assumed to be inside the current TCP and is given a maximum of 5 years until letting. IDC is calculated at 9.12% for FY 2014.

Ready Date
The proposed ready date for this pavement preservation project is March 2014.

Site Map
The project site map is attached.


Iron Street
STPP 29-2(1)90
UPN: 8110000
RP 90.2 to RP 90.7
T 3 N
R 8 W
RARUS
TAILINGS
HISTORICAL
ANACONDA
MONTANA
I-115
BEG I-115
B X47528
B X47586 E
E 210
E 114
E X47528
BR 90
BR 15
P-29
NN# 19
NN# 20
NN# 43
MERCURY
SILVER
PORPHYRY
GOLD
PLATINUM
COLORADO
DAKOTA
IDAHO
WASHINGTON
JACKSON
ALUMINUM
TRAVONIA
CRYSTAL
CLARK
ALABAMA
GIRARD
EMMET
WESTERN
DIAMOND
MONTROSE
WESTSIDE BLVD
BRITTANIA BLVD
OPHIR
STEELE
GRANITE ST
UPTON
NEVADA
MARYLAND
THIRD
DELAWARE
SECOND
FIRST
FRONT
MISSOURI
IOWA
MAIN
FREMONT
IRON
PLACER
HOLLAND
TECUMSEH LOAD
BRYANT ST
ILLINOIS ST
DEXTER
INDIANA
CENTENNIAL
AVE
ORPHAN
GRANITE
PARNELLLODE
HAMLIN HEIGHTS MOBILE VILLAGE
NEVERSWEAT
ROAD
CLAUS
SANTA
KAW
13
14
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24
2